

wellness programs and performing arts as well as mathematics, sciences, social studies, English and technology. The vast range of curriculum in the school follows from the goal of the school, to help the students achieve the highest standards of academic excellence.

Mr. Speaker and colleagues, please join me recognition of Saint Angela Merici School, a 2011 National Blue Ribbon School.

RECOGNIZING THE MORRIS FAMILY AS THE 2011 WASHINGTON COUNTY OUTSTANDING FARM FAMILY OF THE YEAR

HON. JEFF MILLER

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 17, 2011

Mr. MILLER of Florida. Mr. Speaker, it is a great pleasure for me to rise today to recognize the Jerry Morris family for being selected as the 2011 Washington County, Florida Outstanding Farm Family of the Year.

Jerry, son of Arvel and Ethel Morris and one of nine children, is a fourth generation farmer. He found his passion for love and farming in the middle of cotton country of Cherokee County in northeast Alabama along the Coosa River. In 1981, Jerry moved to Florida and bought a farm south of Chipley. It was here, where he found his second and most important love, Lynell Kellum, a local farm girl from Jackson County who he married in 1989.

Just north of Chipley, Lynell grew up and learned to drive a tractor pulling watermelon wagons through the field and fed the family's livestock. After working at the Bank of Jackson County for 39 years, she now enjoys farming with Jerry full time, along with cooking and canning, making jelly and sewing.

Jerry and Lynell both work hard to embrace new technologies, new varieties and better production practices. After becoming interested in no-till planting, they bought a rip-strip planter. It proved to be successful for planting corn and soybeans. This method prevented erosion and left ground cover to hold moisture. They started planting twin-row peanuts 10 years ago and made better production. They found this to be successful and implemented planting his soybeans in twin-rows.

Just this year, they planted 239 acres of peanuts, 128 acres of corn, and 234 acres of soybeans. Jerry has become known as one of the top corn producers in Washington County.

Aside from the farm and their love for the outdoors, Jerry and Lynell are members of the Washington and Florida Cattlemen's Association, Florida Peanut Producers Association, and enjoy spending time singing in the choir at Piney Grove Freewill Baptist Church and spending time with their family. Jerry and Lynell have four grown children and five grandchildren: Alan Kellum and wife Diane, who have two sons live in Nicholasville, Kentucky; Amy Hatcher, husband, Clint, and son, Logan, of Wicksburg, Alabama; Ladonna Kellum of Graceville, Florida; and Saranda Headland and husband, Austin, who have two daughters and live in Dothan, Alabama.

Mr. Speaker, our great nation was built by farmers and their families. The Washington County Outstanding Farm Family of the Year award is a reflection of the Morris family's tireless work and love of farming. On behalf of

the United States Congress, I would like to offer my congratulations to the Morris family for this great accomplishment. My wife Vicki and I wish them the best for continued success.

HUIZENGA AMENDMENT TO H.R. 2838

HON. GWEN MOORE

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 17, 2011

Ms. MOORE. Mr. Speaker, I rise to express concerns with the Huizenga amendment to H.R. 2838 and my fear that it could result in great damage to the efforts underway here in Congress to protect the Great Lakes from the many threats it faces, including invasive species and pollution.

There is no question that addressing the invasive species in ballast water is needed to protect the Great Lakes and other water bodies from these aggressive nonnative species that can destroy the natural ecosystem. Once these species are introduced, the costs to the environment and taxpayers only grow. Just look at the costs to the Great Lake states and the federal government to fight the sea lamprey and the current battle to keep the Asian Carp out of the Great Lakes. A strong federal ballast water treatment standard protects both the environment and the taxpayer.

We know ballast water is a primary vector for the introduction of invasive species. The bill before us would set a needed national ballast water treatment standard to protect our nation's waters. However, the Huizenga amendment would create one large loophole that would allow "historic" vessels to be excluded from complying with the new standards.

No science has been put forward to this body showing that these vessels—because of their historic nature—are not an avenue of introduction for aquatic invasive species. We should be less concerned about the historic nature of the vessel and more about the potential menace caused by hitchhikers in their ballast water. I don't have a problem with recognizing history or historic vessels. I just have a problem with absolving them from making efforts to prevent a historic invasion of nonnative species.

Invasive species do not care about the character of the vessel through which they are brought into the Great Lakes and neither should any national ballast water treatment standard. I note the recent editorial by the Chicago Tribune about the failings of this amendment.

I urge my colleagues to work to make sure that this amendment is not included in a final bill as it would undermine long needed efforts to create a strong and effective national ballast water standard and ensure strong protections for our nation's bodies of water, including the Great Lakes.

[From chicagotribune.com, Nov. 15, 2011]

SINK THE BADGER (PROPOSAL)

Every day from May to October, the SS Badger, the last coal-powered steamship on the Great Lakes, ferries cars and tourists across Lake Michigan on a picturesque four-hour journey from Manitowoc, Wis. to Ludington, Mich.

Along the way, it leaves a souvenir in the lake: a total of about 509 tons of toxic coal ash, laced with arsenic, lead and mercury over a 134-day operating schedule. That's far more pollution than all the other 125 freighters plying the Great Lakes collectively leave in a full year, according to Coast Guard records.

In 2008, the U.S. EPA set a four-year deadline for the Badger's owners to sharply limit its pollution, the Tribune's Michael Hawthorne recently reported. Didn't happen. Instead, the Badger now is one step away from being protected—in all its polluting glory,—as a National Historic Landmark. Interior Secretary Ken Salazar must decide.

Hmmm. Let's see here. The Badger had four years to clean up. It failed to secure a \$14 million federal grant to convert its engines to diesel. Now it argues that those engines are a "historic propulsion system," so precious as artifacts that they should be protected from the EPA.

The 410-foot ferry wants to join the rarefied world of protected nautical national treasures, joining The Potomac, President Franklin D. Roosevelt's yacht, and the Nautilus, the world's first atomic-powered submarine.

We say, sure, drape the Badger in the cloak of treasured icons—provided it becomes a museum for tourists to tromp through, docked forever in a harbor.

"We cannot let Historic Landmark status be used to evade the federal regulations we rely on to protect public health and the environment," U.S. Sen. Dick Durbin recently wrote to Salazar. "This Great Lake cannot take any more toxic dumping, no matter how historic or quaint the source may be."

Exactly right.

The Badger pollutes the lake every time it makes the 60-mile crossing. A Badger spokesman tells us the ship's owners are exploring the possibility of converting its engines to run on cleaner natural gas. That would be an excellent move, but it is far from certain.

Republican U.S. Reps. Bill Huizenga and Dan Benishek, of Michigan, and Tom Petri, of Wisconsin, recently added an amendment to the Coast Guard budget that would prevent the EPA from imposing more stringent pollution limits on any ship that is "on, or nominated for inclusion on" the list of national landmarks. Guess how many ships fit that criteria? Just one. This is classic special-interest legislation that benefits a few at the expense of everyone else.

The answer here can't be a shrug over polluting the lake, the region's most precious natural resource. That was the way of the world in the early 1950s, when the Badger first started sailing Lake Michigan. That's not acceptable now.

The Badger, as Durbin says, was "quaint" back then. Today, it just fouls the water.

IN HONOR OF MRS. RUBY L. TERRY

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 17, 2011

Mr. KUCINICH. Mr. Speaker, I rise today in honor of Mrs. Ruby L. Terry as she retires from the United Black Fund of Greater Cleveland, Inc. (UBF) where she served as the Executive Director for 19 years.

Established in 1981, by George W. White, the United Black Fund was the result of the merger of the Negro Community Federation and Blacks Organized for Social Services. The